

Growing Wisconsin's Economy



*Wisconsin Department of Transportation
July 2002*

Introduction

Wisconsin needs many tools for economic growth: well-educated workers, vibrant communities with high quality of life, and a business climate offering good jobs.

To support these and other factors, Wisconsin needs a high quality transportation system as the heartbeat of our economy. This report outlines the magnitude of transportation's impact on our economy, describes the role of transportation in meeting current and future needs, and discusses some challenges facing the transportation network.

Transportation supports our economy and freedom

The free flow of people and goods is a major factor in maintaining a high quality of life. The average Wisconsinite travels over 10,700 miles per year by auto alone, not counting trips by airplane, bicycle, public transit, walking, ferry or train. Many of these miles are made by the 3.4 million people who commute to jobs.

Wisconsin's 512,000 farms and businesses produce an annual gross state product of \$166 billion. Their work is made possible by over 455 million tons of freight carried to, from and through the state, with a total value of over \$270 billion. That amounts to almost 890 tons of freight for each business, or 85 tons of freight -- a whole rail carload -- for each person in the state!

Transportation is also a vital component of specific sectors of our economy. Over 3,400 Wisconsin businesses export \$10.5 billion of products that require an interconnected network of truck, train, harbor and airport services to reach foreign destinations. Tourists flock to the state by car, bus, train, plane or boat, spending \$11.4 billion in 2001 on rest and recreation.



A multimodal system serves Wisconsin

Wisconsin maintains an interconnected, multimodal system of transportation infrastructure and services to support these economic activities:

- A 112,000 mile network of state highways and local roads;
- A 3,650 mile freight rail system and two passenger rail routes;
- Fifteen commercial cargo ports;
- Nearly 700 aircraft landing facilities, with nine commercial service airports; and

Public transit or shared-ride taxi service in 68 communities.

Overall, the transportation and logistics industry in Wisconsin employs almost 115,000 people earning almost \$4 billion in wages. This includes truck and bus drivers, railroad workers, airport and airline staff, port employees, and other transportation services providers.

Meeting the needs of a changing economy

Our economy is constantly changing. Industrial firms are increasingly reliant on just-in-time inventory practices that require predictable shipping times and consistent service.

Businesses are looking to transportation for opportunities to achieve cost savings with more efficient service. Employees seek quality jobs with hassle free commutes that allow them to have a high quality of life. Tourism is emerging as a major growth industry.

In the midst of these economic changes, Wisconsin's transportation infrastructure and services need to keep pace and meet existing and future challenges:

- Unchecked highway congestion affects freight transit time and employee commutes;

- Infrastructure needs to be rebuilt to improve reliability of transportation services;
- Airports of all sizes need to handle the demands of corporate and commercial aviation;
- Railroads must handle increased freight traffic while planning for new passenger service;
- Ports need to serve growing freight markets along with new passenger service options.

Wisconsin's economic future depends on a quality transportation system. It is imperative that we make necessary investments in our transportation system throughout the state to ensure our ability to grow our economy, create and retain jobs, and maintain our high quality of life.



Connecting Wisconsin to the world

Wisconsin is part of a global economy. The ability to trade in foreign markets stimulates business growth and job creation in our state.

About 3,400 Wisconsin firms exported \$10.5 billion in products in 2001, up by 10% since 1996. Exports support 200,000 jobs in the computer, machinery, transportation equipment, plastic, paper and other industries.

The U.S. DOT estimates that international freight will more than double between 1998 and 2020. Expanded exports will increase exporters' reliance on local, state, national, and international transportation systems to deliver products in a timely and cost effective manner. Highways, railroads, airports and harbors in Wisconsin will play key roles in moving exports to worldwide markets.

Highways connect to international corridors

Highways and local roads are essential links to international trade, providing access to the state's airports, railroad yards and harbors.

In addition to the connections with other modes, in the year 2000 trucks carried \$7.4 billion of imported or exported freight directly between Wisconsin and Canada or Mexico.

Wisconsin's Corridors 2020 System is a 3,650 mile network

CNH Global President Paolo Monferino spoke of the importance of exports while announcing an \$11 million sale of farm equipment to a Russian province by the Racine based manufacturer.

"Before your eyes start to glaze over and think 'This doesn't have anything to do with me,' listen to this," he said. "We exported last year one-third of all the tractors, half of the combines and one-fourth of the construction equipment built in the U.S."

Those sales mean jobs for CNH workers, he said.

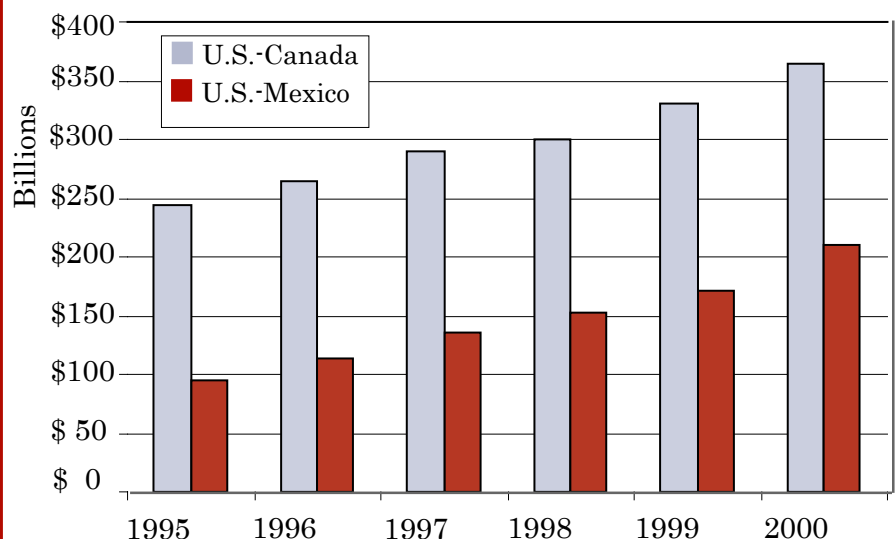
As reported in JSOnline Milwaukee Journal Sentinel, April 10, 2002. jsonline.com/bym/news/apr02/34168.asp

of existing and planned four-lane highways. Corridors 2020 provides quick and efficient access from Wisconsin to the Interstate Highway System and other national routes leading to international markets and ports.

Wisconsin is in the crossroads of NAFTA

Canada is the top export destination for both Wisconsin and the nation. As a result, our state is well positioned on a key international trade route

U.S. trade with Canada and Mexico



Source: U.S. DOT, Bureau of Transportation Statistics



Railroads keep Wisconsin exports rolling

Served by four major Class I railroads, Wisconsin enjoys excellent access to the North American rail system. Along with several regional and short line carriers, railroads link Wisconsin to customers and suppliers in Canada and Mexico, and to major ports on the east, west and Gulf coasts.

Overall, railroads carry 103 million tons of freight to and from the state, including coal, ores, minerals, grain, and food and paper products. Just over nine million tons of rail freight is handled between Wisconsin and Canada.

Harbors serve as international hubs

Wisconsin's commercial cargo ports are directly linked to two international shipping lanes: the Great Lakes / St. Lawrence Seaway System and the Upper Mississippi River System. The ports handle more than 40 million tons of cargo annually, valued at over \$7 billion.

running from the ports and agricultural markets of western Canada, through Minnesota and on to Chicago.

In Wisconsin, this corridor includes Interstates 39, 90 and 94 and four railroad corridors.

Trade growth will highlight the importance of this corridor. Since passage of the North American Free Trade Agreement (NAFTA) in 1995, trade has increased steadily. The value of U.S. freight to and from Canada is up 50%, while the freight to and from Mexico has more than doubled.

Airports link Wisconsin to the world

Air services provide people and goods with direct access to world markets. Air cargo, commercial passenger service and general aviation facilities contribute to export trade in Wisconsin.

In 2000, Wisconsin airports handled over 110,000 tons of cargo and mail, some headed for export. Over 4.6 million people boarded commercial passenger flights. In all, airports account for \$2.1 billion of economic activity.

Wisconsin's top export destinations

(ranked by value, 2001)

Canada: \$3.8 billion, 36% of total
 Japan: \$733 million, 7%
 Mexico: \$670 million, 6%
 United Kingdom: \$448 million, 5%
 Germany: \$376 million, 4%
 France: \$366 million, 3%

Source: Wisconsin Department of Commerce

Wisconsin's top export commodities

(ranked by value, 2001)

Machinery: \$3.4 billion, 33% of total
 Tech/computers: \$1.5 billion, 15%
 Electrical machinery: \$904 million, 9%
 Transportation equip.: \$778 million, 7%
 Paper products: \$525 million, 5%
 Plastic products: \$428 million, 4%

Source: Wisconsin Department of Commerce

Wisconsin's corridors 2020 highways and commercial service airports



Wisconsin's railroads and commercial ports



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A new trade agreement with China means Jones Dairy Farm in Fort Atkinson could increase international sales by 12% to 15%.

“We don't compete on the same plane with Fortune 500 companies, but this will put us in a whole new league. This is sure to create new jobs and stimulate the economies of small towns across Wisconsin where small companies like ours are located.” - Phil Kafarakis, VP of Sales & Marketing, Jones Dairy Farm

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Serving the national network

Wisconsin handles a surprising amount of “overhead” traffic which moves through the state. It neither originates nor terminates in Wisconsin. Over 75 million tons of overhead cargo in Wisconsin brings both opportunities and challenges to the state.

Chicago-Twin Cities is a key overhead freight route

Much of the state’s overhead traffic is concentrated on the Chicago-Twin Cities route, including the NAFTA corridor.

About 10% of all tons moving in Wisconsin are overhead. However, analyses and maps by the U.S. DOT show that much of the overhead tonnage may be concentrated on the

I-39/90/94 corridor between Chicago and the Twin Cities.

One-third of the tonnage moving on Wisconsin railroads is overhead. The state has four railroads - Burlington Northern Santa Fe, Canadian National, Canadian Pacific, and Union Pacific - serving the Chicago-Twin Cities corridor.

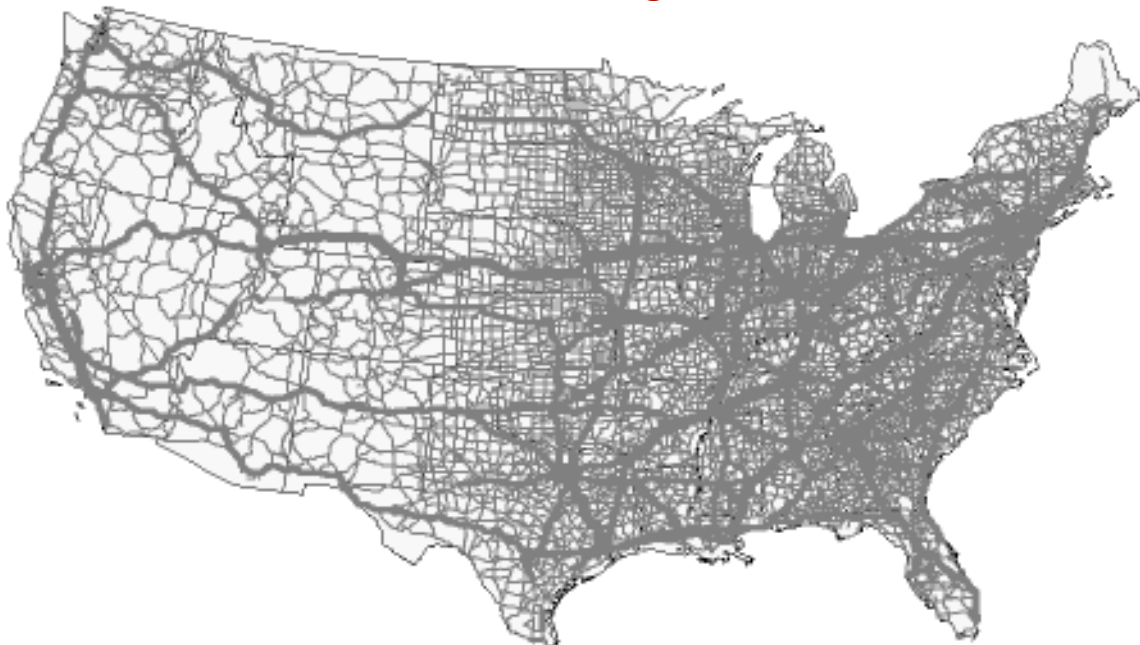
Significant overhead freight and the presence of major carriers provides shippers with good access to the national network. However, overhead traffic may stress the capacity of infrastructure. Wisconsin’s freight tonnage, including overhead freight, is expected to increase by more than 70% by 2020, according to WisDOT planning studies.

Wisconsin freight tons by mode & geography, 1996

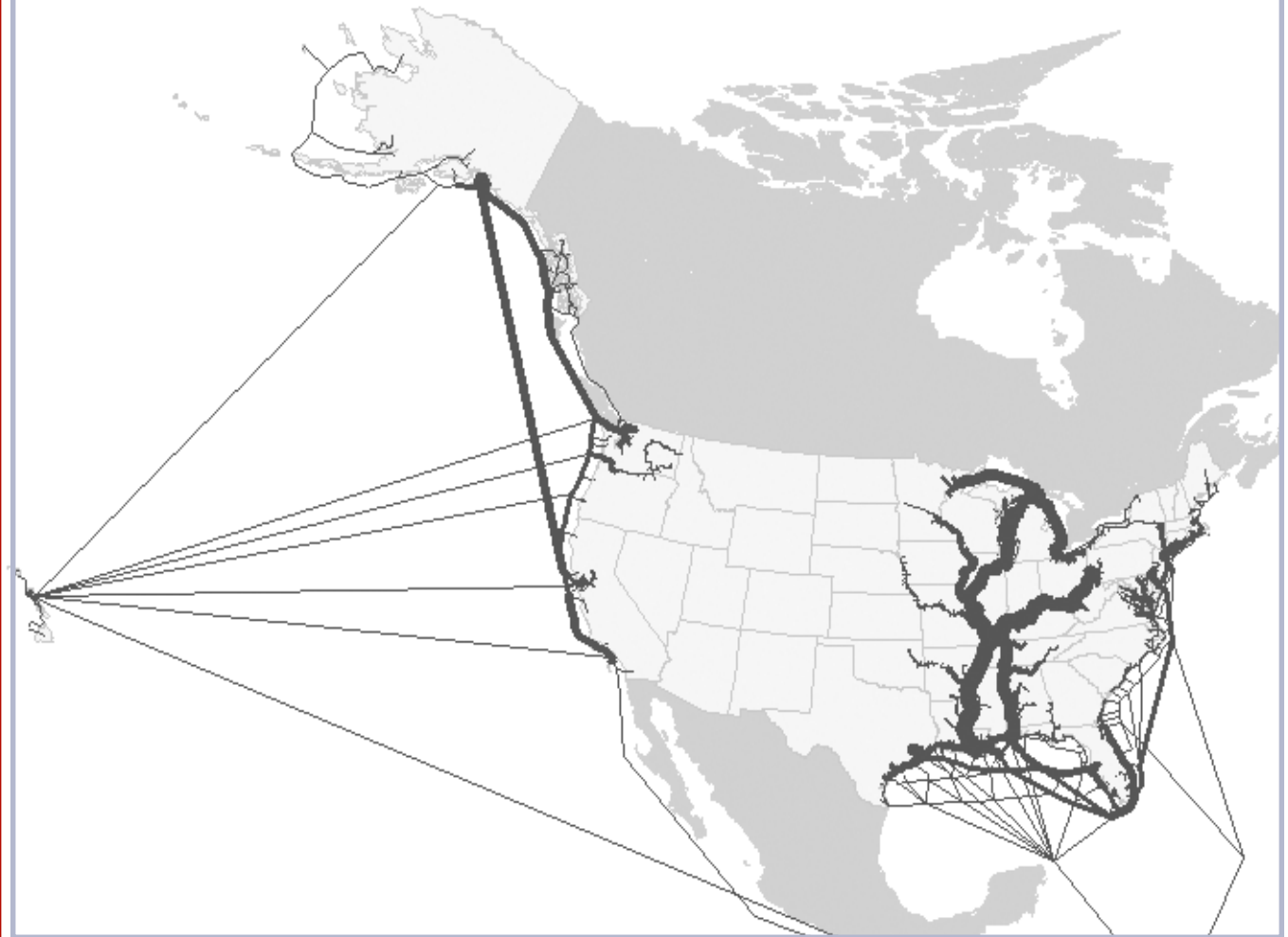
Mode	Originated or terminated in Wisconsin	Overhead
Air	92,200	0
Rail	102,634,200	48,320,600
Truck	238,257,300	26,940,500
Water	39,358,300	0

Source: Reebe Associates for WisDOT

The domestic truck freight network



The domestic water freight network



Ports are at the junction of the inland system

Wisconsin's ports are placed at the junction of the nation's two inland waterway systems of the Great Lakes and the Mississippi River.

This unique placement allows good options for shippers moving bulk goods, especially coal, minerals, petroleum products and agricultural products such as grain.

Midwest Express keeps hub at Milwaukee

Milwaukee based Midwest Express Airlines uses General Mitchell International Airport (GMIA) as its primary hub. With its subsidiary, Skyway Airlines, Midwest Express served almost 2.1 million passengers in 2000 at GMIA.

Although the airport does not serve as a major national hub, GMIA was ranked #1 for

"Ease of Connections" in Conde Nast Traveler's 1999 Reader's Choice Awards.

Midwest Express is not the only airline to call Wisconsin home. Air Wisconsin, Inc., is a regional carrier based in Appleton. In all, over a dozen airlines provide service to any of the nine commercial service airports in Wisconsin.

Connecting Wisconsin to the nation

Almost \$270 billion of domestic freight was shipped to, from or within Wisconsin by air, road, rail or water in 1997.

These goods represent both the inputs and outputs for a gross state product of \$166 billion. They also support the jobs of 3.4 million people.

Commodities moving to and from the state reflect diverse industries. Food processors, paper plants, transportation manufacturers and machinery manufacturing represent major freight users.

Wisconsin also ships and receives lower value bulk goods that are key inputs to the manufacturing process, or that keep our infrastructure running. These products include coal, minerals, metallic ores, and sand and gravel.

Moving Wisconsin products to the nation

The entire nation receives goods produced in Wisconsin, with \$180 billion in shipments from state companies moving to all 50 states.

Wisconsin's freight travels far - over half of all outbound domestic freight (measured by value) travels to destinations more than 250 miles away, and one-tenth of all Wisconsin products are shipped over 1,000 miles.



Future growth may stress system

Freight in Wisconsin and throughout the nation could increase dramatically in the next two decades. The Federal Highway Administration forecasts an 87% increase in total U.S. domestic freight between 1998 and 2020. State studies forecast a 74% increase in Wisconsin freight tonnage by 2020.

However, there has been minimal capacity growth for any mode to handle the ever growing freight traffic demands. The state needs to invest in transportation to maintain its present freight network, and to provide additional capacity where necessary to allow for the free flow of goods and services.

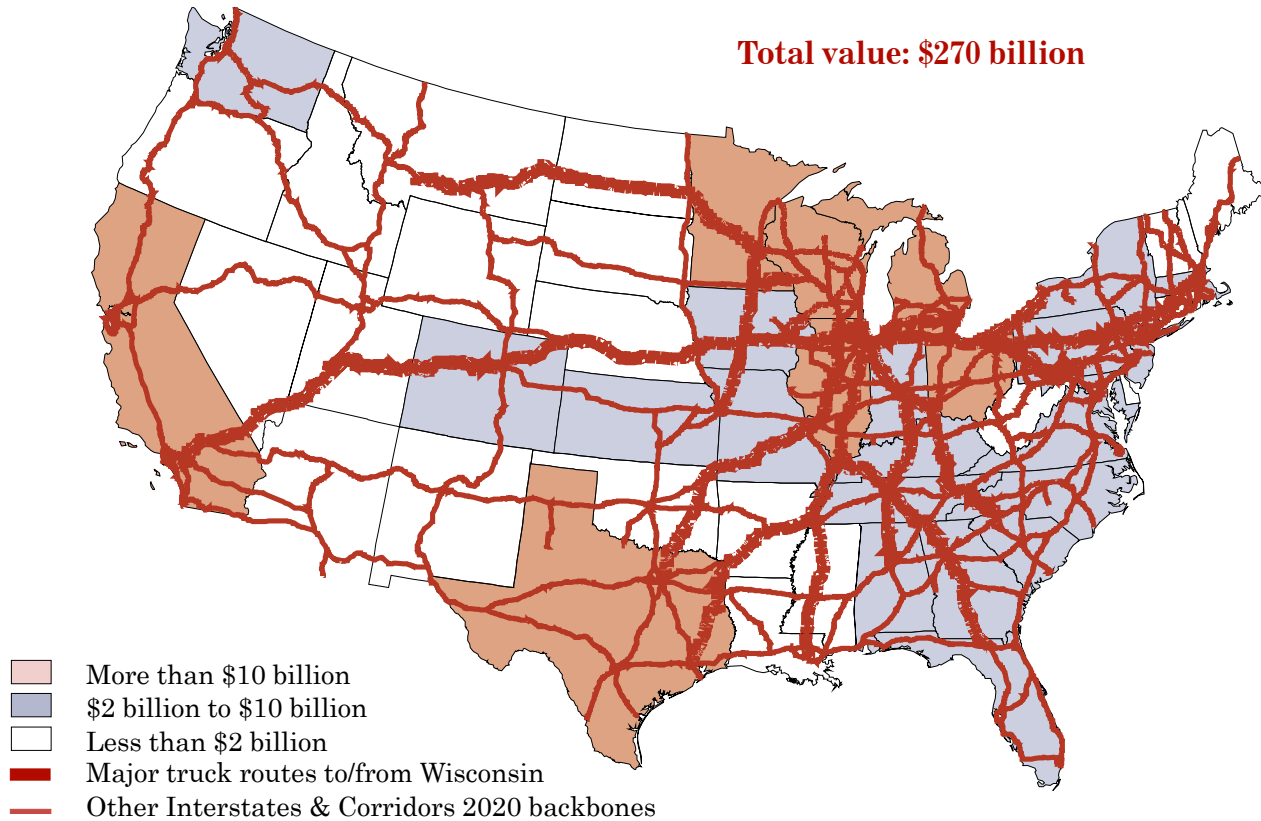
Wisconsin's top freight commodities

(in/out combined, ranked by value, 1997)

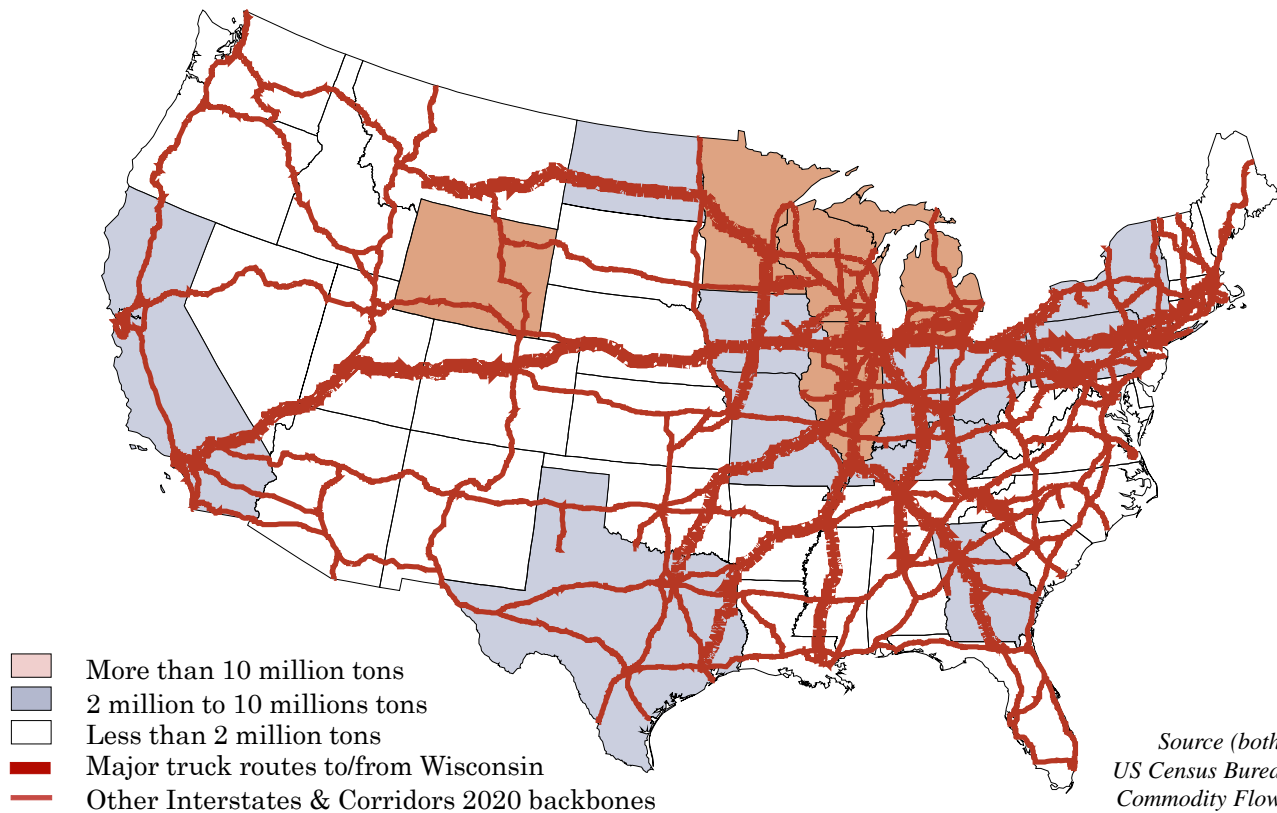
Food products: \$51.3 billion, 19% of total
Machinery: \$31.6 billion, 12%
Transportation equipment: \$30.1 billion, 11%
Electrical machinery: \$27.4, 10%
Paper products: \$21.4, 8%

Source: US Census Bureau, 1997 Commodity Flow Survey

Origins & destinations of Wisconsin's domestic freight (by value, 1997)



Origins & destinations of Wisconsin's domestic freight (by tonnage, 1997)



Attracting economic growth

A quality transportation system can provide tangible productivity benefits that reduce business costs and increase efficiency.

Businesses are constantly redefining how they operate to improve market position in a global economy. Without a transportation network that responds to these changes, the state could lose businesses to places that meet the newly defined needs.

Quality transportation makes a significant difference in this equation. Transportation impacts production schedules, delivery timelines, employee morale, labor supply and retail product availability.

Transportation has been proven to provide tangible productivity benefits that reduce costs:

- A study conducted for the American Association of State Highway and Transportation Officials determined that for every one dollar of highway investment, businesses lower production costs by 30 cents every year.

- The same study also found that vehicles on good roads cost 20% less to operate than those on poor roads.

- A study by the National Cooperative Highway Research Program showed that a 10% decrease in truck trip time yields a 2.5% reduction in industry travel costs.

“ Jim Best of Milwaukee likes what the numbers show him since the opening last fall of the Lake Parkway between downtown Milwaukee and General Mitchell International Airport.

"We've improved our productivity 10% per vehicle," said Best, president of Pilot Air Freight-Milwaukee. "Now that we have another option of getting to the north side over the Hoan Bridge, we don't get stuck in traffic along I-94."

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Firms flock to Corridors 2020 highways

Established in 1987 as 3,650 miles of key four-and two-lane routes, Wisconsin's Corridors 2020 is a proven magnet for growth that clearly indicates businesses' reliance on transportation.

From 1990 to 2001, new or expanding industrial firms created over 80,000 jobs in Wisconsin; 90% of these new jobs are located within four miles of Corridors 2020.



Highway 29 growth outpaces the state

The 182-mile Highway 29 corridor from Green Bay to Chippewa Falls shows how transportation investment helps spur economic growth.

From 1986 to 2000, the state invested \$450 million to build a safe, four-lane Highway 29. As segments came on line, new development increased:

- From 1990 to 1995, new or expanding industries created 2,207 jobs in the five counties directly served by Highway 29.

- From 1996 to 2001, new or expanding firms in the corridor created 4,871 jobs -more than twice the number created in the previous six years.

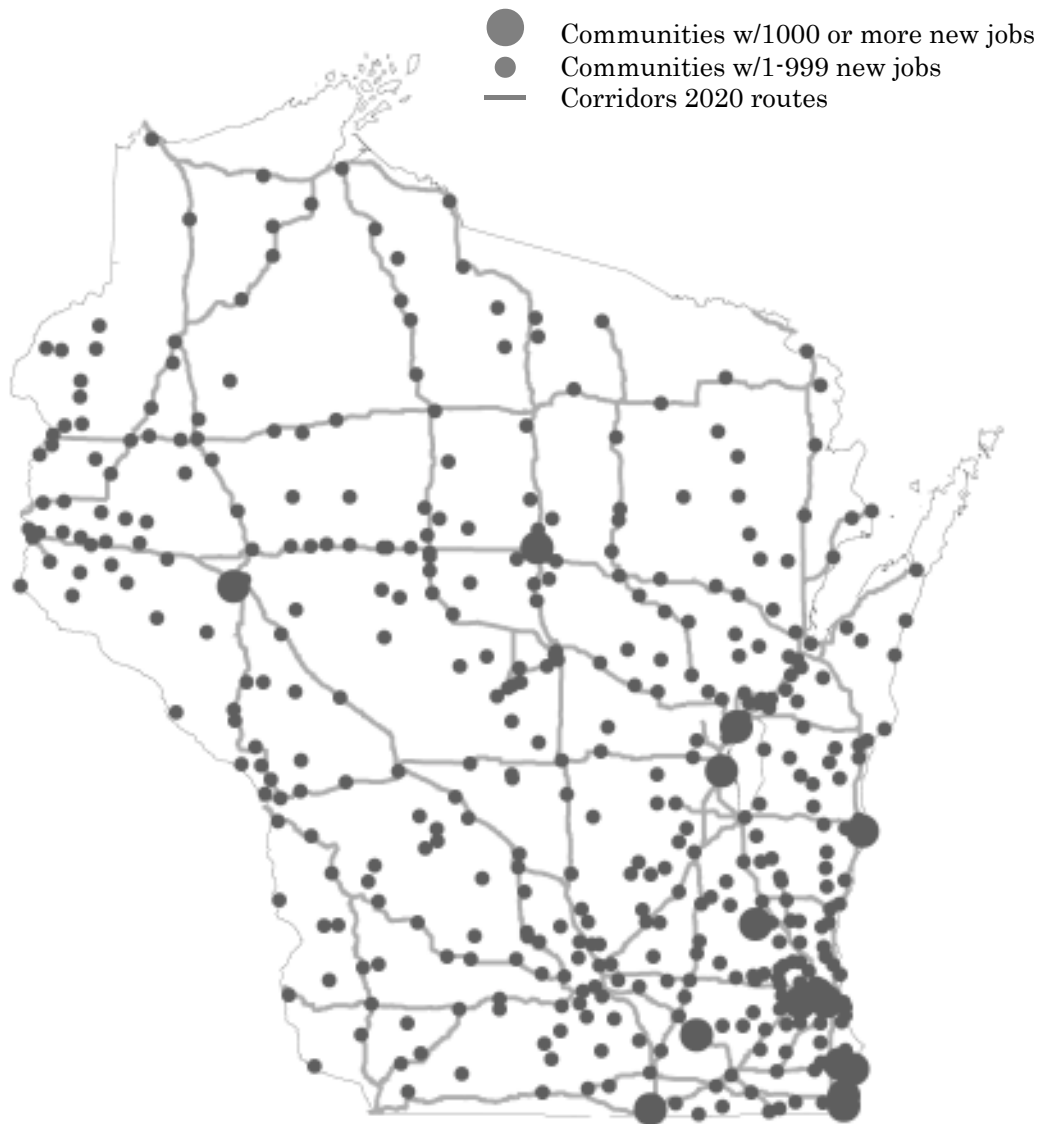
The investment in Highway 29 helped the region achieve total job growth of 11.3% in the past six years, well above the 8.7% statewide job growth.

Air and rail also serve new businesses

Highways are not the only factor in location of business. Just under 50% of new or expanding industries can be found within a half-mile of a railroad line, and 85% of new/expanding firms are within 15 miles of a jet-capable airport.

Through the Transportation Economic Assistance (TEA) program, Wisconsin helps fund road, rail, airport or harbor improvements needed to attract new firms or to retain businesses that otherwise might move out of Wisconsin.

New / expanding industries flock to Corridors 2020 highways



Bringing in tourists and dollars

Tourism is one of Wisconsin's primary economic sectors, with \$11.4 billion in tourist expenditures in the state in 2001. The importance of tourism is growing worldwide, and tourism is totally and uniquely dependent on the transportation system.

Visitors from across the nation and around the world need easy and convenient access to and from Wisconsin. Once they arrive, Wisconsin offers many pleasurable and scenic trips.

Highways link Wisconsin to the nation

Wisconsin's Corridors 2020 highways provide four-lane access to major Midwest markets. With highways that are largely free of congestion, travelers spend less time driving and have more time to spend dollars at their final destination.



Wisconsin's Rustic Roads
Photos by Ken Zingg

Local roads expand tourism opportunities

Once travelers arrive in Wisconsin, local roads and streets provide access to shopping, parks, beaches, restaurants, camp sites, water parks and other recreational opportunities.

In any season, the drive itself is an attraction in Wisconsin. State and local roadways offer beautiful scenery for tour

buses, motorists, bicyclists and pedestrians. In particular, Wisconsin's Rustic Roads System offers 480 miles of the most picturesque drives by preserving scenic and lightly-traveled roadways.

Tourists arrive by plane, train and boat

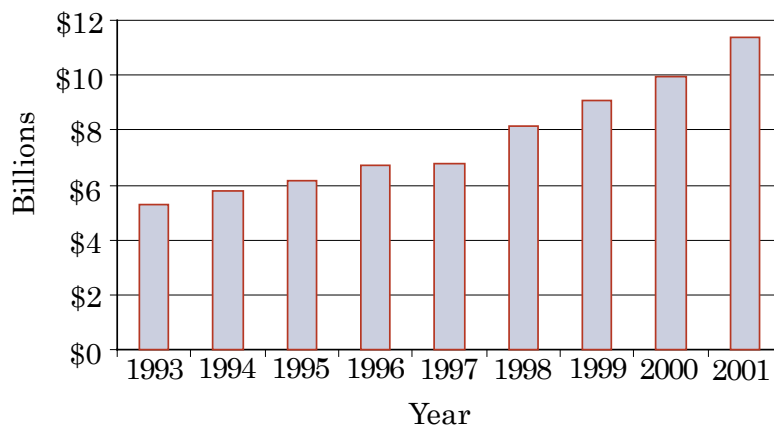
Wisconsin's airports, harbors and train stations welcome visitors from around the world.

Over 4.6 million people boarded commercial flights in Wisconsin in 2000.

About 450,000 people take an Amtrak train to or from the state every year.

Others use the SS Badger carferry across Lake Michigan, while some arrive on Great Lakes tour vessels or their own private boats at one of Wisconsin's harbors.

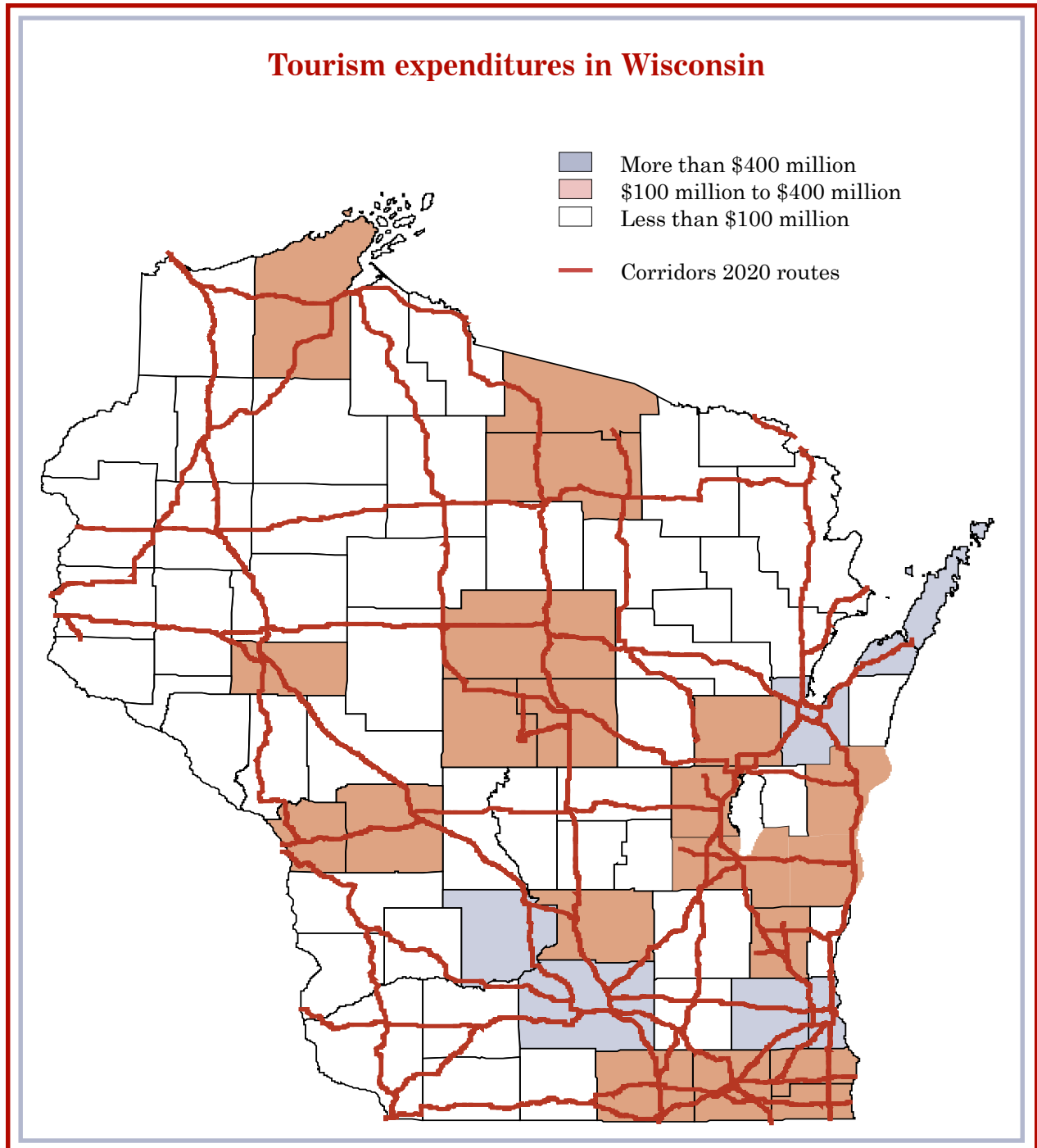
Annual tourism expenditures in Wisconsin



Wisconsin mixes both rural and urban tourism

Wisconsin provides a diverse menu of tourism opportunities. Milwaukee, Waukesha, Madison and other cities offer top-notch convention and meeting facilities, and offer the hustle and bustle of an urban tourism experience.

Bayfield, Door, Oneida, Vilas and other counties let tourists get away from it all in natural settings. Finally, the Wisconsin Dells area in Sauk and Columbia counties offers its own unique mix of scenic beauty and trendy tourism opportunities!



Getting workers to jobs

Keeping people on the move is another major factor in sustaining Wisconsin's economic growth. Whether for daily commutes or weekly business travel, the state needs quality passenger services to meet the needs of a growing economy.

Wisconsin's multimodal transportation system allows hassle-free commute times that rank among the best in the nation and the lowest in the Great Lakes region. In 2000, the average Wisconsin worker needed only 20.1 minutes to travel to or from work, compared to a national average of 24.3 minutes.

Keeping the drive easy

The vast majority of Wisconsin workers commute by auto, whether alone (80%) or in a car pool (10%). The state needs to keep its network of highways and streets free from congestion and in good condition to allow safe, consistent and competitive travel times, especially in metropolitan areas where jobs are centered.

While the average Wisconsin worker enjoys quick driving times, the average commute time did increase by 10% between 1990 and 2000. This trend may need to be watched carefully in coming years to ensure that congestion does not reduce worker productivity.

“It was a challenge to locate where we could accommodate our employees,” says Jeffrey Clark, president of Production Stamping, a metal-stamper in Milwaukee.

With low unemployment in Milwaukee, it was critical to hang onto the 55-person work force, most of which lives in the inner city, with close to half commuting by public transportation. “One site we looked at was not on the main bus line. Bus service fell off at non-peak hours, which would have made shift-work difficult,” says Clark. “We chose the one available site that improved our employees’ commute time.”

*Plant Site Locations magazine on-line archives
www.bizsites.com/psl/f199/commute.html*

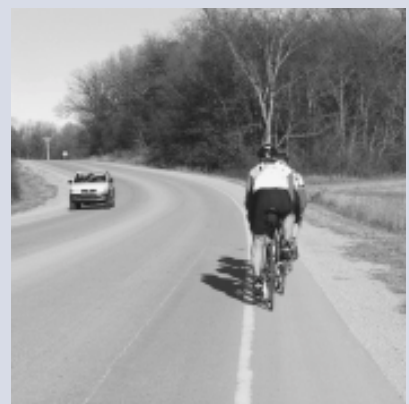
Public transit meets needs of workers

Public transportation is an essential mode for many hourly workers and others to access job sites. There are 68 communities in Wisconsin with public transit or shared-ride taxi service. According to the US Census Bureau, about 45,000 people use public transit to get to work every day, and thousands more use transit for trips to school, shopping, special events or other destinations.

Programs like the Wisconsin Employment Transportation Assistance Program help match public transit services and the specific needs of workers and employers.

Walking and bicycling offer alternatives

Even in our cold-weather state, over 90,000 people walk or bicycle to work every day in Wisconsin. By investing in safe and attractive bicycle and pedestrian facilities, the state and local communities can help encourage commuting by these modes.



Keeping business travelers in motion

In addition to people commuting to work, the state's transportation system also supports trips made for a variety of business travel needs. Every day, thousands of employees travel to sales calls, meetings, conventions, or to visit off-site job locations.

Wisconsin's highway system, and especially the Corridors 2020 network, allows business travelers easy access between major communities. Highways link to Minneapolis/St. Paul, Chicago and other Midwest metropolitan areas. It is important to keep these routes free from congestion, so that business travel times are predictable, and so that motorists arrive at their destinations free from stress.

Trains offer a comfortable travel option

The state also supports Amtrak's *Hiawatha Service* passenger route. With six daily round trips and a trip time of just 92 minutes, the train offers what is probably the shortest trip time between Milwaukee and downtown Chicago of any mode. Over 420,000 people use this service every year.

Future plans call for extension of passenger rail service to more Wisconsin communities, with high-quality trains, frequent departures, and top speeds of 110 MPH!



Airports help business travel take off

The availability of commercial and private air travel are key factors for businesses considering new site locations. Wisconsin serves business travelers with nine airports offering commercial flights, with over 4.6 million passengers boarding in 2000.

Wisconsin has nearly 700 aircraft landing facilities to serve corporate and general aviation. More than 1,100 general aviation aircraft in Wisconsin are registered to corporations doing business in the state.



Aid Association for Lutherans flies an average of 500 people in and out of Outagamie Airport each month, said Sally Klapper-Randa, director of corporate travel for the Appleton-based insurer. Although generally pleased with service at the airport, "we've all noticed it's become more and more crowded," she said.

On the whole, local business and government leaders say the airport management has done a good job of expanding the facility to keep pace with air traffic growth.

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Solving challenges, meeting needs

Wisconsin's economy clearly depends on its transportation system, whether for domestic or international freight, as a business attraction tool, for commuting and business travel, or for tourism.

Our future economic success depends on the availability of a high-quality, well-maintained transportation network. With adequate investment, the wide variety of transportation services and systems in Wisconsin will serve our economy for years to come.

- Shipment transit times are unpredictable, leading to inconsistent operations;
- Truck fuel use and driver hours increase, leading to higher costs;
- Workers face long commute times with high stress;
- Tourists may be turned off from making future trips.

Congestion also contributes to safety concerns. On the highway, crashes caused by congested conditions lead to even more congestion in a

the Corridors 2020 highway system was congested in 2000. These routes carry the bulk of traffic supporting industry, tourism and commuting needs.

In southeast Wisconsin, without corrective action, 45% of freeway miles will face moderate congestion (or worse) by 2020, and up to 17% of freeway miles would be congested for over 11 hours each day.

Congestion is growing not only geographically, but also in duration. Affected freeway



Congestion increases costs, reduces reliability

Transportation and logistics represents an estimated 10% of total operating costs for businesses. As firms measure down-time in minutes rather than hours, they need reliable and consistent transportation service to reduce costs.

Congestion in all modes is a growing transportation issue that has a number of direct impacts on the economy:

vicious cycle. In particular, studies have shown that rear-end crashes are five to fifteen times more likely on congested highways than on other routes.

Congestion is growing, even in Wisconsin

Wisconsin enjoys relatively low commute times and still maintains a perception of free-flowing traffic. Yet even in our state, congestion on our networks is a growing concern.

Wisconsin's State Highway Plan 2020 revealed that 17% of

segments today are under congested conditions for 5.5 hours per day, compared to only 3.5 hours in 1991.

High traffic levels are even of concern on our rail system. With growth in North American Free Trade Agreement (NAFTA) and other long-distance trade routes, railroads carry large amounts of freight through Wisconsin. One of the major challenges of implementing new passenger rail service in the state is the need to provide adequate rail capacity.

Traffic will continue to grow as our economy grows. The U.S. DOT estimates that domestic freight traffic could increase 87% by 2020, further stressing our congested systems.

Preserving and improving state highways

The state also needs to preserve transportation infrastructure. The State Highway Plan found that 30% of pavements and 7% of bridges need improvement. Also, many portions of the system have safety deficiencies that can be addressed with physical improvements.

In response to the congestion, preservation and safety needs, Wisconsin is poised to invest \$20.2 billion over 21 years in the 11,800-mile State Highway System to accomplish three key goals:

1. Maintain our highways with smooth surfaces and solid structural conditions;
2. Improve safety on the highway system; and
3. Keep traffic moving free from congestion.

Over one-quarter of the \$20.2 billion investment is needed on the southeast freeway system to meet the specific congestion, safety and preservation needs on the cornerstone of the state's highway system.

While the State Highway Plan calls for a 21-year

investment of \$20.2 billion to reduce congestion, safety and infrastructure problems, current state highway funding programs provide only \$15.3 billion during that timeframe.

Technology also plays a major role in reducing congestion, especially for trucks. With weigh-in-motion facilities, the state can effectively monitor truck safety while reducing delay at weigh stations.

By using traffic sensors and cameras with direct links to local law enforcement, the state can improve traffic flow on key urban freeways and reduce delays caused by minor traffic incidents.

Keeping strong links to communities

Wisconsin's 100,000 miles of local roads and streets also need to be well-maintained to serve our economy.

Without quality local roads, grains cannot leave the farm, goods cannot reach markets, people cannot get to work, and tourists cannot get to resorts.

Through a cooperative effort with local agencies, Wisconsin is developing a computer-based system to monitor investment needs on local roads. Today, local road improvements are funded through a combination of federal, state and local sources that may not adequately address all needs.

With the new system, state and local governments can better identify local road needs, and determine an appropriate level of resources to meet needs.



Planning for investments across all modes

From metropolitan areas to the smallest villages and towns, Wisconsin is carefully planning investments for all transportation modes to meet the needs of our economy.

The State Airport System Plan identifies \$1.1 billion of needs through 2020 for airport improvements. However, current funding levels provide only \$821 million during that period.

Wisconsin's State Rail Plan will help ensure that shippers and industries have safe and efficient access to rail service.

Wisconsin is also part of a nine-state consortium that is planning a high-speed rail network over 3,000 miles in the Midwest.

With 110 MPH service and new trains, the Midwest

Regional Rail Initiative could revolutionize business and leisure travel in the Midwest. Over 10.5 million people live in the Chicago-Milwaukee-Madison corridor, the first service phase in Wisconsin.

Wisconsin and other Midwest states are working with the US Congress to develop funding mechanisms for this new transportation option.

The state continues to offer programs to provide and upgrade local bicycle and pedestrian facilities for commuters and tourists.

The 68 public transit and shared-ride taxi services in the state serve over 75 million riders annually, and the systems all need continued investment. Currently, transit services in Wisconsin are funded through local (20%), state (33%), federal (25%) and fare-box (22%) revenues.

State investment in ports is critical to continue to provide services to many industries, and to accommodate emerging passenger options.

Making it happen

Our state needs to invest in transportation to ensure a vital and healthy economy with the opportunity to continue to grow.

Wisconsin's Statewide Long-Range Plan 2030 will examine transportation needs across all modes for the next 25 years to form a framework for future investment needs.

There are many opportunities for stakeholder input on an advisory committee or at future public meetings. Call the Wisconsin Department of Transportation at (608) 266-8108 for more information on this effort.

Photo by Canadian National Railroad

Conclusion

An efficient transportation system is, and will continue to be, a major key in providing solid economic opportunities in Wisconsin. Quality transportation helps ensure the state's ability to compete in a global economy, thus offering good jobs and a high quality of life.

Wisconsin moves products and people to and from the region, the nation and the world. Even in the context of a changing economy, the

flow of goods and the movement of people will remain a key part of the economy.

The vast majority of transportation needs continue to be served by highways, and the state needs to provide a highway system that is safe, reliable and accessible. There are also critical needs on the state's airport, railroad, harbor and pedestrian networks that support many different and growing aspects of our economy.

Over the past decade, Wisconsin has made strategic, targeted investments in the

transportation system to help secure our state's strong position in the global economy. With freight traffic expected to double in the next twenty years, the state must renew efforts to work with elected officials, businesses, citizens and all stakeholders to plan future investments. To remain poised for future growth, Wisconsin must continue to make sound investments in transportation services and infrastructure to meet the needs of the 21st Century economy.

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